

A1 the front edge of the roof section 15. In order to increase strength against compressive loads on the first and second side frame structures 11 and 12, a cross beam member 26 is bridged between upper front corners of the side frame structures 11 and 12.

At page 18, line 9 through page 19, line 3, please amend the paragraph as follows:

A2 Therefore, for reinforcing the front side of the cab 10 to protect same from an extremely large load which would otherwise cause serious deformation or collapsing to the cab 10, a reinforcing structure to be employed should be arranged to guarantee a wide view field for the operator as much as possible. For this purpose, according to the present embodiment of the invention, a reinforcing beam member 30 is provided at the front side of the cab 10 substantially in parallel relation with the cross beam 26. In this instance, the reinforcing member 30 is in the form of a hollow metallic rod-like structure like a steel pipe, and, may be arranged to present either a circular shape as indicated at 200 in Fig. 6 or a triangular shape as indicated at 301 in Fig. 7. No matter whether the shape of the reinforcing beam member 30 is circular or triangular, it is desirable to fill the internal cavity of the reinforcing beam member 30 with a foamed synthetic resin like foamed urethane resin for the purpose of enhancing its bending strength.

At page 19, line 18 through page 20, line 12, please amend the paragraph as follows:

A3 The greater the diameter of the reinforcing beam member 30, the stronger becomes its strength. However, if the diameter of the reinforcing member 30 is thickened to a large excessive degree, it can bulge out from behind the cross beam member 26 to narrow the view field of the operator to some extent depending upon the viewing position of the operator. However, a reinforcing beam member 30 of a large diameter can be suitably located to fall

Q3 substantially within the concealed space S behind the cross beam 26 without restricting the view field of the operator to any material degree, in case the reinforcing beam member 30 is shifted to a position which is at a greater distance from the cross beam member 26.

Accordingly, a reinforcing beam member 30 of a suitable diameter can be employed from the standpoint of strength, and, in order to guarantee a broad view field for the operator, its mounting position is shifted in an obliquely upward direction from the cross beam 26 depending upon its diameter.

At page 20, line 13 through page 21, line 3, please amend the paragraph as follows:

Q4 For instance, suppose that a power shovel type excavator happens to lose balance and fall down on the ground while it is operating on a sloped ground as indicated by two-dot chain line in Fig. 10. In this case, an extremely large falling load is imposed on the machine as indicated by an arrow, tending to compress the cab 10 between the ground and the boom 7a of the front working mechanism 7. However, the imposed falling load is effectively supported by the cross beam 26 and the reinforcing beam member 30 to prevent crucial collapsing or crushing of the cab 10. Namely, the shape retainability of the cab 10 under a falling load can be improved to a considerable degree to insure safety of an operator within the cab 10.

At page 22, lines 6-20, please amend the paragraph as follows:

Q5 The reinforcing beam member 30 can be mounted fixedly in position on the front side of the pillars 11a and 12a by the use of the mount structure as shown in Fig. 8. However, in order to let the reinforcing beam member 30 support a falling load before the cross beam member 26, it may be mounted in position by the use of brackets 132 as shown in Fig. 11. In

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this case, the brackets 132 are securely fixed to the pillars 11a and 12a in such a way as to hold outer corner portions of the latter and are thick enough to project laterally on the outer side of the first and second side frame structures 11 and 12, respectively. In this connection, it has been the general practice to provide a handrail 29 on the pillar 11a of the first side frame structure 11 to assist an operator at the time of climbing up into or climbing down from the cab 10. In such a case, from the standpoint of vehicle body width in transportation, it is desirable that the lateral projection of the bracket 132 does not exceed such a handrail.

At page 23, lines 1-7, please amend the paragraph as follows:

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Alternatively, the reinforcing beam member 30 can be mounted in the manner as shown in Fig. 12. In this case, the reinforcing beam member 20 has flattened portions 30a at its opposite ends, while mount members 232 are securely welded to the front pillars 11a and 12a of the first and second side frame structures 11 and 12. The flattened opposite end portions 30a of the reinforcing beam member 30 are securely fixed to the mount members 232 by means of bolts 230.
